



Evil Empire Racing

# Evil Empire Road Racing Series

## Introduction

Welcome to the Evil Empire Racing Series (EERS), a group devoted to promoting the sport of mini-motorcycle road racing. We are an independent group, operated entirely by volunteers. We operate under two objectives, **primary is Safety**, and secondary is having fun.

We offer competitive racing for pit bike type motorcycles. We are guests of the track owner and hope to provide an enjoyable race experience for all participants.

It is the responsibility of each rider to fully understand the rulebook and all information contained.

## Disclaimer

The Evil Empire Racing Series has adopted the following rules and regulations for the 2009 season. These rules and regulations shall govern the conditions of all events to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events.

By registering at the event, participants are agreeing to comply with all rules and regulations. The EERS shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in the opinion of the track officials do not alter the minimum acceptable requirements.

No expressed or implied guarantee of safety shall result from compliance with these rules and regulations. No express or implied warranty of safety shall result from publications of, or compliance with these rules and regulations. These rules are a guideline of the sport and are in no way a guarantee against injury or death to participants, spectators or event personnel.

The Evil Empire Racing Series does not provide medical insurance.

**By signing the entry forms and liability waivers, every competitor agrees to be subject to the rules outlined in this book. Because it is impossible to anticipate every possible circumstance, the official responsible for the operation of the event shall rule on any area of dispute by using common sense and fair play. The decision of the Race Director shall be final.**



Evil Empire Racing



Evil Empire Racing

## **Rider Requirements**

- Full face helmet – Dirt or Street style in good condition
- Eye protection – Goggles, glasses or shield
- Boots – Leather or Cordura over the ankle minimum
- Gloves – Full fingered with no holes
- Riding suit – Leather, Cordura or MX gear with hard shell knee, shoulder and elbow protection (Complete coverage with no exposed skin or undergarments)
- Back protector – Highly Recommended
- All riders must sign all waivers and forms at the time of registration and must pay race entry fees & pass technical inspection with bike(s) & equipment before being allowed on the track.
- All minors must have a legal guardian present to sign all waivers in order to participate. If a legal guardian is not present, a notarized affidavit indicating the acting guardian must be provided.



## General Bike Requirements

All bikes must meet these minimum requirements.

### *General*

- Front number plate
- Bodywork securely attached. If any bodywork is removed, all bracing and fairing stays must be removed from the exposed area.
- Street items like headlights, taillights, turn signals and reflectors removed or taped over

### *Controls*

- Self-closing throttle.
- Functioning engine kill switch.
- Bar end plugs or grips on both handlebars.
- Clutch and brake levers with ball ends.
- Rear brake lever in free working order.
- Shift lever secure.
- Front and rear brakes function properly.
- Footrests rounded on end (no sharp edge).

### *Chassis*

- Maximum 12 inch rear tire. (Except for 125cc Big Bike)
- Wheel rims and tires in good condition.
- Forks and shock leak-free and in good condition.
- Exhaust pipe securely mounted.

### *Engine*

- No leaking fluids.
- Oil drain and filler plugs secured.
- Air cleaner and exhaust of appropriate design required.
- **NO Race Gas** - Unleaded pump gas only (no additives)
- **Catch can on both oil and carburetor breather lines (Mandatory)**



## Pit Bike Classes

Our race classes are set to allow the most amount of riders have the most amount of fun as safely as possible. We then strive to create a competitive environment that gives riders a chance to successful in the goals. The race director reserves the right to exclude bikes which are incompatible with the track and to move riders to different classes to improve safety.

### Unlimited Class

- Horizontal style 4 stroke engine with unlimited displacement that runs on pump gas.

Open class for riders that are:

- Runnin' what you Brung
- Wanting to challenge themselves against that person who has that built up engine and proving it's not the hardware that goes fast.
- Bangin for bragging rights
- Photo opportunities

\*\*\* No RACE gas will be allowed \*\*\*

### 110 Limited Class

- Horizontal style 4 stroke engine of 110cc displacement or less that runs on pump gas

Restricted class for riders that are:

- Looking to run against the rider and not the motor
- Want to race more and build less
- Looking for a level playing field

\*\*\* No RACE gas will be allowed \*\*\*

### Sportsman Class

- Any Horizontal 4 stroke engine

Class for riders that are:

- New to the sport.
- Out to enjoy the ride.
- Wanting to improve their skills.
- Old enough to know they have to go to work Monday.
- Riders competing in Unlimited or 110cc Limited will not be allowed.



# Evil Empire Racing

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## Junior Class

- Riders up to age 15
- Allowed bikes - Honda type engine with limited modifications up to 88cc and Unmodified (Stock) KLX/DRZ types and others as approved by the race director

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## 125cc Big Bike Class

- XR/CRF-80, XR/CRF-100, TTR125, DRZ125 and other types as approved by the race director.
- Rear wheels larger than 12 inches.
- Pump gas only
- DOT tires
- Catch cans

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## Pocketbike F1 and F2 Class

- F1 - Unlimited Euro engine
- F2 – Limited to Cags
- Awards and Points given to winners of F1 and F2

Class for riders that like to fold themselves up into a little package before racing

- Any rigid frame Pocket Bike you must register as either F1 or F2
- If liquid cooled they must be running water only and have catch cans.

## Scooter Class

Class for riders that like a bit of comfort when racing

- Any step through Scooter design.
- 50cc

## Youth Class - non competitive

Class for young riders just starting

- Any minibike appropriate for the rider
- Adults can do on track “follow the leader” sessions with their young riders



## Evil Empire Racing

### **Classes by design**

We'll be happy to discuss any other class based racing. You define it and have at least 4 entrants in that class. So if you and your friends all have the same bike and you want to race them give us a call.



## Evil Empire Racing

### **Competition Format**

The Evil Empire Racing Series format consists of Qualifier racer and Main Feature races. Each race consists of a set number of laps around the designated road course. The Racing Director determines both the track layout and the number of laps for each event.

#### **Unlimited**

#### **110 Limited**

#### **Sportsman**

#### **Pocketbike F1 and F2**

#### Qualifier races

Qualifier race winners will have opportunity to grid on front row for Main Feature.

Winning all Qualifiers in a class at one event you will grid at the back for the Main Feature for added challenge.

#### Main Feature race

Awards and Points to top 3 podium finishers

#### **Junior**

#### **Scooter**

Main Feature races – Awards and points to top 3 podium finishers

#### **Youth**

On Track sessions – Awards to all new riders

#### **Championship Points**

Points are awarded for each main feature race at each race event held in the Evil Empire Racing Series season.

Main Feature race awards 10 points for first, 7 points for second, 5 points for third and 1 point all entries not in the top 3. Each class championship rider will receive an award at the end of the season.



# Evil Empire Racing

## Race Procedures

### Race dates and weather

All race dates are posted on [www.evilempireracing.com](http://www.evilempireracing.com). Races will run rain or shine unless the track is impassable or unsafe as determined by the Race Director or the Track Owner.

### Medical Staff in case of injury

All events are staffed with medical professionals in case of injury. If you are injured on the track wait there for attention. Crews and family members are not allowed onto the track to allow quickest response by the trained staff.

If you are injured off the track please seek attention at the operations building or ask any race official.

### Technical Inspection

Tech inspection closes prior to the completion of the practice session.

Riders must present their racing apparel along with their motorcycle(s) for tech inspection. Motorcycles need only to be inspected once per event. The only exception to this rule being for motorcycles that are black-flagged for mechanical reasons or are involved in a crash. A crash is defined as when your handlebar touches the ground. Riders may self-inspect their motorcycle to rejoin a race in progress. After the race, all crashed motorcycles must be re-inspected after the motorcycle is repaired. The Technical Inspector has the discretion to allow a temporary fix for non-safety related problems for the remainder of the race event.

### Riders Meeting

A riders meeting takes place before the first race of the day. Attendance will be taken, and attendance by all riders is mandatory. Riders not answering to the attendance call may be withheld from competition at that race meet. Sending an alternate is not acceptable.

### Practice Sessions

The schedule of practice sessions is announced at the beginning of the race day.

### Races

The schedule of races is announced at the riders meeting.

### Pit Area

Only people who have signed the waiver and paid for a pit pass are allowed in the pit area. Please park your crew vehicles as directed and with others in mind. No joy riding or stunts will be allowed in the pits. Pit speed is limited to 5mph. Any pets must be on a leash. All riders please use caution in the pits for crews and families.



# Evil Empire Racing

## Track Entry and Exit

Riders must enter the track via Pit-Out by looking and smoothly merging with traffic. Riders intending on exiting the track must signal by raising a hand and then moving to outside and exit via Pit-In.

## Starting Grid

For track layouts that have starting grid off the normal race line, starting grid positions for races are determined by the racers themselves. As a race class is allowed onto the track, riders can take warm up laps or go to the starting grid. All riders must be behind the designated Start line. The race starter will signal when all riders should be in position on the grid.

For Unlimited, 110cc Limited and Pocketbike F1 and F2 Main Feature races, special front row grid positions will be awarded to the Qualifier race winners. All other riders will use the regular grid procedure. If one rider wins all of the Qualifiers then for the Main Feature that rider will be placed in a special position at the back of the grid.

If multiple classes are run at the same time the starting grid will be divided so to start each class in its own wave. Race officials will position riders.

Any rider missing the start of the race will held on the Pit-Out ramp until all riders on the grid have passed and it is safe for them to enter the track.

If track layout does not allow riders to self grid, then all riders will get two warm up laps and grid positions will be randomly assigned by the starter.

## Race Flags

**Green Flag:** Indicates a race start. All riders must hold their position in the starting grid until the green flag drops. A rider that jumps the start will be disqualified.

**Red Flag:** Stops the racing immediately. When a red flag is shown at the start tower or at a corner station you must signal by raising your hand to the racers behind you to show them that you are slowing to a safe controlled speed, and should proceed slowly, back to the Pit area. If a red flag is thrown and half or more of the race laps have been completed by the leader then the race will be considered complete. If a red flag is thrown and less than half of the race laps have been completed by the leader, the race will be restarted and the REMAINING laps will be run.

**Yellow Flag:** Indicates a rider down situation or other condition that riders should use caution and/or slow down to avoid obstacles in the racing line.



## Evil Empire Racing

**Black Flag:** Informs a racer of a safety violation. The flagged racer must immediately pull off the track if the racer has a mechanical problem or to pit lane if it is feasible without causing a hazardous condition for other racers. The racer must wait trackside or in the pits until the racer director is able to address the situation.

**White Flag:** Displayed at Start/Finish line to indicate the final lap of a race.

**Checkered Flag:** Displayed at Start/Finish: Indicates the end of a race or practice sessions. All racers should slow to a safe speed and proceed to Pit-in.

### **Rough riding**

Rough riding is not tolerated at EERS events. Any rider observe red not following the intent of this rule will be disqualified from further participation in the event and will forfeit all entry fees. The rider will also lose any points, prizes or trophies already accumulated during this event. The race director reserves the right to ban any rider from any further participation at any event or practice if repeated infractions occur.